

COUNTRY USSR(Chkalov Oblast)

DATE DISTR 28 February 1952

SUBJECT Avtozapchast Motor Vehicle Accessories
Plant at Chkalov

NO. OF PAGES 2

25X1 PLACE
ACQUIRED

NO. OF ENCLS. 3
(LISTED BELOW)

DATE OF
INFO.

SUPPLEMENT TO
REPORT NO.

25X1

1. The Avtozapchast Plant was, allegedly, almost in the middle of the city of Chkalov (51-45N, 55-06E) south of and near the railroad line between Orsk (51°13'N/58°36'E) and Kuibyshev (53°12'N/50°09'E). *
2. The plant which existed prior to World War II was said to have manufactured replacement parts for tanks during the war. Electric turning and boring machines were installed in the lathe shop in the winter of 1945 to 1946. These machines were taken from the Siemens Firm in Germany.
3. The plant covered an area of 2,000 x 1,200 meters and comprised a foundry, a lathe shop, a grinding shop, a forge, a galvanizing shop, a milling shop, and a carpenter shop. *
4. This plant manufactured bushings which were polished inside and outside and were 8 to 10 cm long, with a wall thickness of from 6 to 7 mm. These bushings were made in five different diameter sizes, the largest being 6 cm. Three or four grooves 2 or 3 mm deep were cut into the bushings. Grooves and lands were of the same size. The grooves were right handed. Radiators for motor vehicles were also manufactured in this plant, as well as rods, which were 1.2 to 1.3 meters long, with a diameter of 1.5 cm. They were made from an aluminum-like metal which was galvanized and were covered with very thin, ribbon-like iron bands. **
5. Most of the products were shipped to Stalingrad. Other shipments went to Odessa, Kiev, Minsk and Leningrad.
6. Incoming shipments consisted of scrap, rods of aluminum-like metal, bronze in bars 20 x 15 x 15 cm, weighing between 20 and 30 kg, and zinc in bars 10 x 40 x 10 cm, weighing about 18 to 20 kg.
7. The labor force numbered 540 men per shift. Work was done in three shifts.***

25X1 * [REDACTED] Comment. For location sketch, see Annex 1. For layout of plant, see Annex 2.

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*** [] Comment. For sketch of bushings and rods manufactured in this plant, see Annex 3.

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*** [] Comment. The plant is the Avtozapchast (automobile replacement parts) plant. The location of the aircraft plant shown on the location sketch in Annex 1, is definitely incorrect inasmuch as the plant is located north rather than south of the city. Therefore it is quite possible that the Avtozapchast is also located north of the railroad line instead of south of it. The information is considered to be largely correct although the foundry is described as an extraordinarily large installation. However, it is believed that only a small portion of the production was observed by source.

3 Annexes: Sketches.

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Annex 2/2

Legend:

1. Foundry, 200 x 300 meters equipped with six large oil-fired boilers which generated a temperature of 2,000 ° centigrade. The furnaces were charged with bronze bars each weighing between 25 and 30 kp. These bars were 20 cm wide, 50 cm long and 15 cm high. Forty to 50 of them were used in each charge of the furnace. The outside of the ingots was gray and the inside was a reddish color. Broken wheels of railroad cars and crushed artillery projectile bodies were added to the charge.
2. Grinding shop. Among other operations the bushings were dressed, smoothed and polished in this shop.
3. Probably used for final assembly of radiators for trucks and passenger cars.
4. The lathe shop which was equipped with 50 machines. Two-thirds of the machines were lathes, 1.5 and 1.75 meters long, the other machines were Siemens electric drilling machines of all sizes. The smallest drills were about 2 mm in diameter. The largest 6 to 7 cm. Bushings were grooved and drilled in the latheshops.
5. Packing and shipping section, 25 x 50 meters.
6. Galvanizing section. Aluminum-like rods covered with thin iron sheets were galvanized in this shop. They were attached to two wires and suspended for about half a minute in a basin containing molten zinc. The three basins were made of bricks or clay. They were 1.50 meters long, 40 cm wide and 30 to 40 cm deep. Heating pipes were fitted below the basins.
7. Administration building, 15 x 8 meters, which was also believed to house a material-testing section.
8. and 9. Probably a forge and milling shop, 500 x 150 meters.
10. Boiler house, 30 x 10 meters.
11. Carpenter shop used to manufacture packing cases.
12. Storage area for galvanized rods.
13. Railroad sidings.
14. To Chkalov railroad station, about 1 1/2 km.

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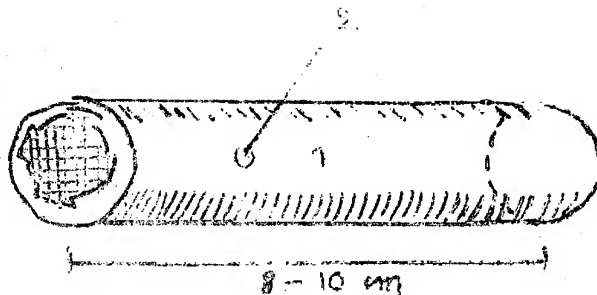
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Annex 3

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Sketch of Bronze Bushing Manufactured in the Avtozapchast Plant in Chkalov.

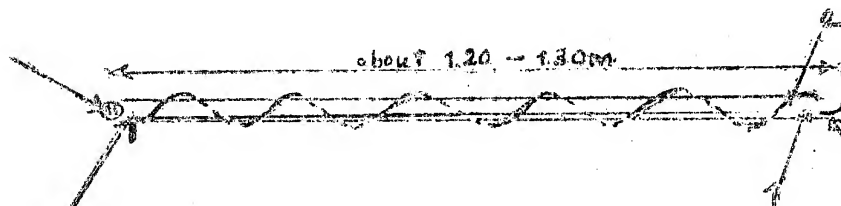
Sketch 1

Legend:

1. Bronze bushing, about 10 cm long, wall thickness 6 to 7 mm, five different diameters, maximum diameter about 6 cm. Most bushings were 4.5 cm.
2. Drill holes, 2 to 3 mm in diameter.

Sketch of Rod Manufactured in the Avtozapchast Plant in Chkalov.

Sketch 2

Legend:

1. Rod of aluminum-like metal, 120 to 130 cm long, 1.5 cm in diameter. Ends without windings ('vicklung') over a distance of approximately 5 cm.
2. A very thin metal band, about 12 mm wide and sharp-edged.

Rods were shipped together with the bushings.

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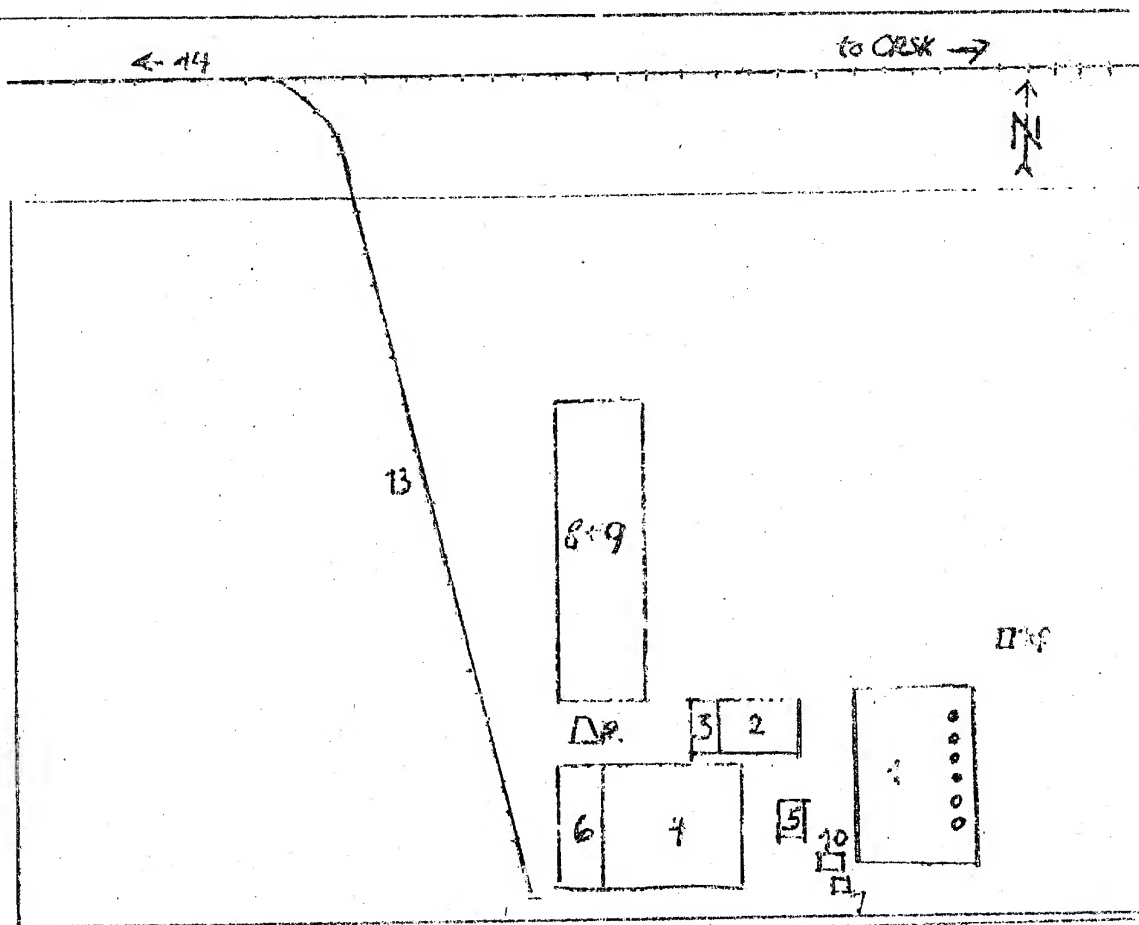
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Autosapchast motor Vehicle Accessories Plant

Annex 2/1

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not to scale

Legend: See Next page.

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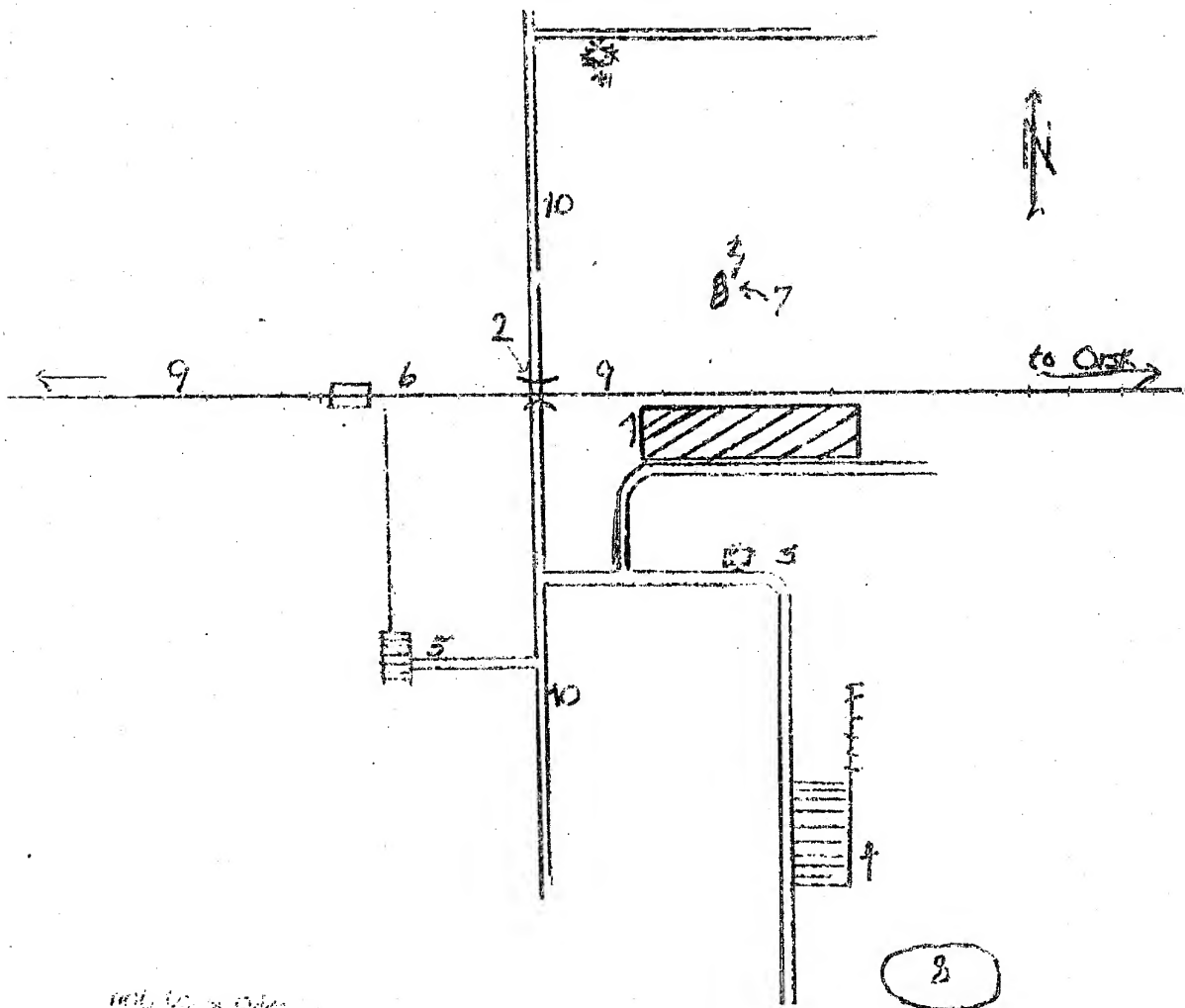
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Annex I

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Location Sketch of the Avtozapechast Plant in Chkalov.

Installations at ChkalovLegend:

1. Avtozapechast motor vehicle accessories plant.
2. Railroad underpass.
3. PW Camp No 7369/1.
4. Aircraft plant with railroad spur.
5. Kirov tank and tractor plant with railroad spur.
6. Chkalov railroad station.
7. Radio tower.
8. Parachute jumping field.
9. Kuibyshev Orsk single-track railroad line.
10. Thoroughfare through Chkalov.
11. PW Camp No 7369/2.

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